

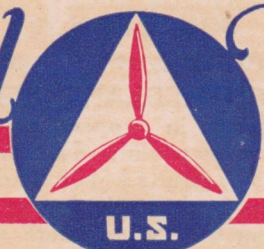
CIVIL AIR PATROL

AN AUXILIARY OF THE U.S. ARMY AIR FORCES

Maryland Wing News

WING 33

NOV./DEC. 1944



ECHOES FROM THE EDITOR

CAP FLIGHT PROFICIENCY PROGRAM

National Headquarters has been preparing and is putting into effect on January 1, 1945, a Flight Proficiency Program comprising numerous practical Flight Missions ranging from one to three hours. The purpose of this program is to develop and maintain a high level of proficiency among CAP flight personnel and insure an adequate pool of qualified pilots and observers available to meet the continuing official demands upon local units for CAP flight services and special emergency missions.

All flight personnel eligible for the program will be required to have satisfactorily completed all basic and advanced CAP pre-flight training courses; hold currently effective FCC Restricted Radio Telephone operator's permits, and must hold currently effective CAA Pilot's Certificates of Private Pilot or higher. Special certificates will be issued by Headquarters, 32d. AAF Base Unit (CAP), New York, N. Y., to all CAP pilots and observers who satisfactorily complete the flight proficiency program, which will require from 50-75 hours of flying over a period of 9-12 months.

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RECENT SHIFT IN AAF COMMAND ASSIGNMENT

Brig. General Wm. W. Welsh has been appointed as assistant chief of air staff, training, handling in the Headquarters of the Army Air Forces the CAP matters and Liaison between the National Commander, 32d AAF Base Unit (CAP) and General Arnold.

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ATTENTION

Active CAP members who must be in possession of the (ARMY) identification card are no longer required to wear red shoulder loops and sleeve braid on their uniforms.

MARYLAND AND DISTRICT OF COLUMBIA WING TIPS

C. A. P. Profiles



REYNOLDS, N. EDMUNDSON, Captain CAP, Cadet Liaison Officer of Maryland 33 and Baltimore Squadron 332.

Born May 13, 1897, at Philadelphia, Pa. First solo was at Rutherford Field in Baltimore, Maryland, in 1934. Obtained seaplane rating at Whipp's Seaplane Base in Glenburnie, Maryland, in 1941, and now has several hundred flying hours. CAP enlistment was in March, 1942. Captaincy since October, 1944.

In civilian life, he is an engineer for the Telephone Company, a member of the A.I.E.E. and a registered electrical engineer of Maryland. He received his technical education at Drexel Institute, Philadelphia, Pa., and the American University at Beaune, France.

During World War I, he spent nearly two years in France in the Signal Corps as signalling instructor and operating

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WING STAFF ACTIVITIES

WING STAFF MEETING

In order to be able to attend the dedication of the new \$1,000,000 Martinsburg Airport in nearby West Virginia, a wing staff meeting and dinner was held on Friday night, November 3, at the Shenandoah Hotel in Martinsburg. Approximately 25 CAP staff officers of the Maryland Wing and Squadrons were represented, most of whom flew to this occasion. Lt. Col. A. C. Hyde presided. The visiting officers were entertained at a dance.

The following afternoon, Saturday, November 4, the Maryland CAP pilots and members attended the dedication of the airport. Speaking at the ceremonies, Robert P. Patterson, Undersecretary of War, said that the landing strip will receive men from ships and planes to whom the sounds of battle were night mares of reality only a few days and hours past. These wounded service veterans are returned to this country for treatment at the nearby Newton D. Baker Army General Hospital. Col. Edgar S. Gorrell, ATC, Washington, D. C., and Rep. J. Randolph also spoke.

The dedication was preceded by an aircraft demonstration, including a presentation of the amazing new Fairchild boomtail cargo plane, C-82 and all types privately owned CAP planes and Army liaison aircraft.

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AAF LIAISON AIRPLANES

Besides Indoctrination Flights, check flights and transportation of official CAP and Army personnel in connection with CAP and cadet activities, Army airplanes allocated to CAP will not be used for flight instruction purposes, nor will said airplanes be used in the performance of search missions except in cases of emergency when privately-owned CAP aircraft are not available for the performance of the Missing-Aircraft Search Service.

— KEEP'EM FLYING! —

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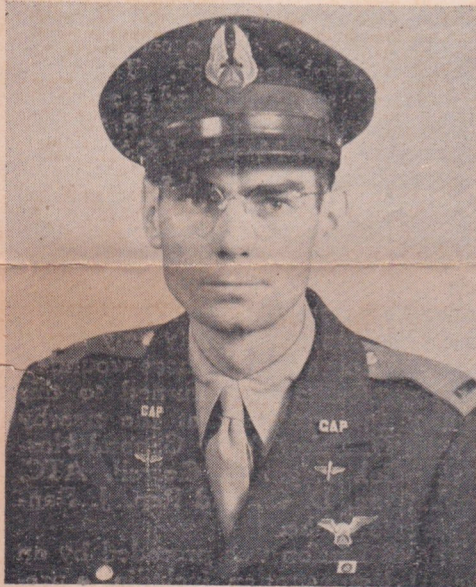
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and maintaining field telephone systems under fire. After the War, he was commissioned in the Quartermaster Corps.

Active duty missions for CAP include a month's assignment with the 13th Tow Target Squadron, AAF at Langley Field, Virginia, where he engaged in the Army's tracking work for the testing of anti-aircraft locating devices and night time searchlight tests.



PHIPPS, H. E., 1st Lieut. CAP. Training Officer Baltimore Squadron 332. Born December 11, 1913, at Baltimore, Maryland. Graduated Baltimore Polytechnic Institute in 1931. Worked as drug clerk for several years, then became oil burner service man for local concern in 1936, later becoming service manager. Began flying in 1939 at Logan Field, Baltimore. Joined CAP in December, 1941, becoming Personnel Officer of Logan Squadron the following summer. In November, 1942, was accepted for active duty and served as pilot at Coastal Patrol Base #2, Rehoboth Beach, Delaware, until the close of operations August 31, 1943. During this period, Lt. Phipps put in more than 500 hours in over-water operations. He is now employed by the Army Air Forces as a Procurement Inspector.

THE SQUADRONS

WESTERN MARYLAND SQUADRON 331

Maj. Arthur Lyem, Commanding

THE CUMBERLAND FLIGHTS: CAP officers in cooperation with the high school superintendent and principals have recruited 100 cadets from 15-18 years of age including ACERS, comprising the various high schools in this area. Pre-flight training and drill, including sound movies, are being given to the cadets every Monday night from 8-10 at the State Armory. Lts. W. Brenaman, B. Miltenberger, W. Berg and G. Williams are supervising the cadet flights.

Lt. E. Metzger, AAF, a B17 bomber pilot and former CAP member gave an interesting talk at one of our recent Friday night CAP meetings on his flight missions over Germany.

A lecture was given to CAP members, in the Federal Building, by C. Lathrop from the Ballistics Laboratory on Radio and Radio Transmitters, while Lt. G. Williams continued Morse Code classes.

CAP Cadet John Williams passed his mental and physical exams and was sworn in as an ACER.

Mike Smith, Air Corps, a former CAP cadet and a B24 bomber pilot was killed recently in a crash, including the entire crew.

The L-2 has been kept busy on Sunday afternoons giving indoctrination flights to cadets. Pilots were: Berg, Brenaman and Lyem.

Ten sound films on aircraft structure and actual aerial combat have been the main interest at our regular weekly CAP meetings.

Training Officer, Lt. Brenaman, was instrumental in an airplane model exhibition at the local library.

Lt. Harry Flook, AAF and a B17 pilot, another of our former CAP Cadets is now bombing Germany.

THE HAGERSTOWN FLIGHTS: Hagerstown has reorganized the classes of instruction during the past month. The Cadets have started on the Manual furnished by National Headquarters, Warrant Officer Glenn Zuck instructor. CAP classes are Aircraft Maintenance and Service, Instructor Warrant Officer Lester Querry. Meteorology, Corp. Paul Settles, Instructor.

Corp. Paul Settles secured his private ticket. Cadet Wolfkill soloed and is now building up time for his private tests.

Flight activities have been a flight to Cumberland, Md.; Formation Flight;

Simulated Crash and First Aid Transport Patrol. Suffice to say "the injured" arrived in sufficient time for the successful administration of therapy.

The flights were represented in formation flying over Hagerstown on Armistice Day.

Our former CAP Corp. Emma L. Twyford, now Private of the WACS stationed in Kansas with the ATC, visited with us recently and gave a talk on her experience in routine duty in the WACS.

The L2 has been doing yeoman service and is now in Middletown, Pa. for check.

THE FREDERICK FLIGHTS: Practical navigation experience was given CAP Cadets of Frederick Flight, Sunday, August 27, and during the week of September 23 to 30. Using an L-2-M of the Hagerstown Flights, the Frederick Cadets put into practice recent knowledge acquired in navigation classes capably instructed by Warrant Officer Marilyn Himes and J. W. Honeysett, CAP.

Since the last issue of the NEWS, four members have been added to the Cadet roster of Frederick Flight. They are Charles Hayward, Odell Covell, Louis Hargett and Edward Etchison. All Cadets are making commendable progress in their current courses in navigation, and are given opportunity to fly courses they plot.

As new members come into the Flight, we must also say "So long" to others who answer our country's call. Recent addition to the group of service men from the Frederick Flight is Ed Free who progressed quite rapidly in navigation during his membership in CAP, securing his private, commercial and instructor's rating while a member of the Frederick Flight. Ed is now in Naval service.

THE TANEYTOWN FLIGHTS: No news.

2nd Lt. W. F. Crider,
Sq. Intelligence Officer.

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BALTIMORE SQUADRON 332

Maj. J. A. Pfeiffer, Commanding

Alan Bevier flew Mr. Wallace of the Department of Tidal Fisheries over certain of the oyster beds in the Chesapeake. The weather was bad in the morning, but Alan took off at the first possible moment and the mission was successful. Mr. Wallace, on what we believe was his first trip, seemed surprised at the area visible from a plane.

We are all glad to hear that Jane Plant is out of the hospital in England.